

Categorical Exclusion Action Classification Form

STIP Project No.	BR-0111
WBS Element	48820.1.1
Federal Project No.	N/A

A. Project Description:

The purpose of this project is to replace Edgecombe County Bridge No. 3, Bridge No. 4 and Bridge No. 5 on SR 1404 (Seven Bridges Road) over Swift Creek. Bridge No. 3 is 125 feet long. The replacement structure will be a bridge approximately 165 feet long providing a minimum 30-foot 10 inch clear deck width. Bridge No. 4 is 125 feet long. The replacement structure will be a bridge approximately 165 feet long providing a minimum 30-foot 10 inch clear deck width. Bridge No. 5 is 50 feet long. The replacement structure will be a bridge approximately 100 feet long providing a minimum 30-foot 10 inch clear deck width. Each bridge will include two 11-foot lanes and 4-foot 5 inch offsets. The bridge length for each bridge is based on preliminary design information and is set by hydraulic requirements.

The approach roadway will extend approximately 160 feet from the west end of Bridge No. 5 and 142 feet from the east end of the Bridge No. 3. The approaches will be widened to include a 22-foot pavement width providing two 11-foot lanes. Three-foot shoulders will be provided on each side (7-foot shoulders where guardrail is included). The roadway will be designed as a Local Route with a 55 mile per hour design speed.

Traffic will be detoured off-site during construction (see Figure 1).

B. Description of Need and Purpose:

Bridge No. 3: NCDOT Bridge Management Unit records indicate Bridge No. 3 has a sufficiency rating of 51.0 out of a possible 100 for a new structure.

Bridge No. 3 is fifty-five years old and structurally deficient. Components of both the concrete superstructure and substructure have experienced an increasing degree of deterioration that can no longer be addressed by maintenance activities. The posted weight limit on the bridge is down to 15 tons for single vehicles and 21 tons for truck-tractor semi-trailers. The bridge is approaching the end of its useful life. Replacement of the bridge will result in safer traffic operations.

Bridge No. 4: NCDOT Bridge Management Unit records indicate Bridge No. 4 has a sufficiency rating of 33.4 out of a possible 100 for a new structure.

Bridge No. 4 is fifty-five years old and structurally deficient. Components of

both the concrete superstructure and substructure have experienced an increasing degree of deterioration that can no longer be addressed by maintenance activities. The posted weight limit on the bridge is down to 22 tons for single vehicles and 30 tons for truck-tractor semi-trailers. The bridge is approaching the end of its useful life. Replacement of the bridge will result in safer traffic operations.

Bridge No. 5: NCDOT Bridge Management Unit records indicate Bridge No. 5 has a sufficiency rating of 55.5 out of a possible 100 for a new structure.

Bridge No. 5 is fifty-five years old. Components of both the concrete superstructure and substructure have experienced an increasing degree of deterioration that can no longer be addressed by maintenance activities. The posted weight limit on the bridge is down to 24 tons for single vehicles and 32 tons for truck-tractor semi-trailers. The bridge is approaching the end of its useful life. Replacement of the bridge will result in safer traffic operations.

The replacements of Bridge No. 3, Bridge No.4 and Bridge No. 5 are part of the *Growing Rural Economy and Agriculture through Transportation and Technology Enhancement or Replacement in North Carolina (GREATTER-NC)* Project under the United States Department of Transportation's 2018 Better Utilizing Investments to Leverage Development (BUILD) Grant program. The purpose of the grant and this bridge replacement project is to provide transportation infrastructure to support economic development and improve physical and digital connectivity in rural communities in North Carolina. The posted weight restriction on Bridge No. 3, Bridge No. 4, and Bridge No. 5 prohibits large or heavy vehicles, typically used in transporting agricultural and manufactured products, from using the bridge. Vehicles above the posted weight must detour 3.4 miles to avoid the bridges. Replacing the existing bridges will eliminate posted weight limits by providing a safe crossing for all legal loads and will make accommodations for broadband installation in order to support economic competitiveness.

C. Categorical Exclusion Action Classification:

Type IA

D. Proposed Improvements –

28. Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in 23 CFR 771.117(e)(1-6).

E. Special Project Information:

Alternatives Discussion:

No Build – The no build alternative would result in eventually closing the road which is unacceptable given the volume of traffic served by SR 1404.

Onsite Detour – An onsite detour was not evaluated due to the presence of an acceptable offsite detour.

Staged Construction – Staged construction was not considered because of the availability of an acceptable offsite detour.

New Alignment – Given that the existing alignment for SR 1404 is acceptable, a new alignment was not considered as an alternative.

Offsite Detour (Preferred) - Bridge No. 3, Bridge No. 4 and Bridge No. 5 will be replaced along the existing alignment. Traffic will be detoured offsite during the construction period. The offsite detour includes SR 1415, SR 1407, SR 1409, and SR 1410. Edgecombe County Emergency Services responded that the offsite detour route would have a moderate impact on their operations. Edgecombe County Schools Transportation responded that the offsite detour route would have a low impact on their operations. The condition of all roads, bridges, and intersections are acceptable without improvement and NCDOT Division 4 concurs with the use of the detour.

Design Issues:

Traffic Current – 670 vpd, TTST - 3%, Dual – 3%

Rural Local Route – Sub Regional Tier Guidelines

Design Speed – 55 mph

A design exception will be required for the horizontal curve radius and the horizontal stopping sight distance for the horizontal curve just east of Bridge No. 5.

Estimated Costs:

The estimated costs are as follows:

R/W: \$ 15,125

Const: \$ 3,550,000

Total: \$ 3,565,125

Pedestrian and Bicycle Accommodations:

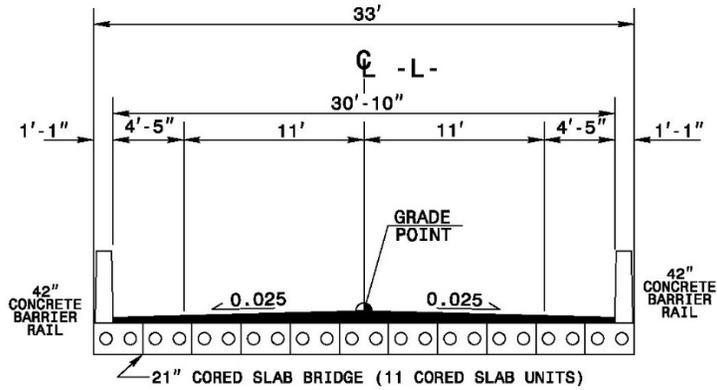
This portion of SR 1404 is not a part of a designated bicycle route nor is it listed in the Transportation Improvement Program (TIP) as a bicycle project. Neither permanent nor temporary bicycle or pedestrian accommodations are required for this project.

Anticipated Permit or Consultation Requirements:

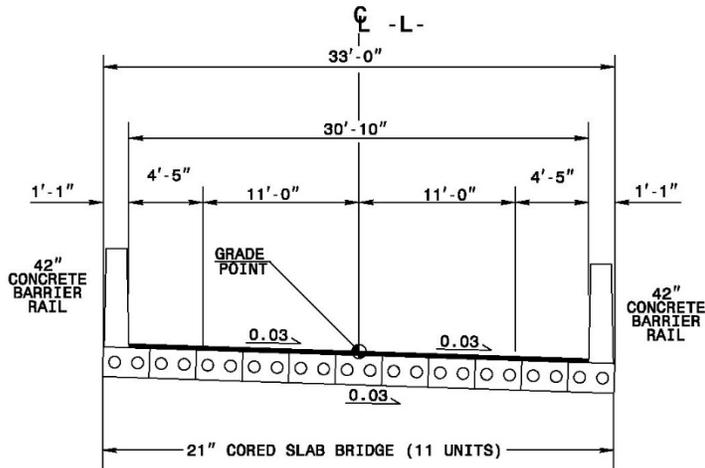
A Nationwide Permit will likely be required from the U.S. Army Corps of Engineers (USACE) for impacts to “Waters of the United States” resulting from this project. In addition, an NCDWR Section 401 Water Quality General Certification (GC) may be required prior to the issuance of a Section 404 Permit. The USACE holds the final discretion as to what permit will be

required to authorize project construction.

Typical Section for Bridge:



BRIDGE NO. 3 AND BRIDGE NO. 4



BRIDGE NO. 5

Public Involvement:

A newsletter was sent to all property owners affected directly by this project. Property owners were invited to comment. No comments have been received to date.

F. Project Impact Criteria Checklists:

<u>Type I & II - Ground Disturbing Actions</u>		Yes	No
<u>FHWA APPROVAL ACTIVITIES THRESHOLD CRITERIA</u> <u>(FHWA Signature Required If "Yes" Selected)</u>			
<p>If the proposed improvement (identified above in Sections C & D) is a:</p> <ul style="list-style-type: none"> • Type I Action for #s 2, 3, 6, 7, 8, 9, 12, 18, 21, 22, 23, 24, 25, 26, 27, 28, &/or 30; &/or • Type II Action <p>then answer the threshold criteria questions (below) and questions 8 - 31 for ground disturbing actions.</p> <p>In addition, if any of questions 1-7 are marked "yes" then the CE will require FHWA approval.</p>			
1	Does the project require formal consultation with U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5	Does the project involve a residential or commercial displacement, or a substantial amount of right of way acquisition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6	Does the project require an Individual Section 4(f) approval?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7	Does the project include adverse effects that cannot be resolved with a Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act (NHPA) or have an adverse effect on a National Historic Landmark (NHL)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If any of questions 8 through 31 are marked "yes" then additional information will be required for those questions in Section G.			
<u>Other Considerations</u>		Yes	No
8	Does the project result in a finding of "may affect not likely to adversely affect" or less for listed species, or designated critical habitat under Section 7 of the Endangered Species Act (ESA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9	Does the project impact anadromous fish?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10	Does the project impact waters classified as Outstanding Resource Water (ORW), High Quality Water (HQW), Water Supply Watershed Critical Areas, 303(d) listed impaired water bodies, buffer rules, or Submerged Aquatic Vegetation (SAV)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11	Does the project impact waters of the United States in any of the designated mountain trout streams?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

14	Does the project include a Section 106 of the NHPA effects determination other than a no effect, including archaeological remains? Are there project commitments identified?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>Other Considerations (continued)</u>		Yes	No
15	Does the project involve hazardous materials and landfills?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16	Does the project require work encroaching and adversely affecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
17	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Area of Environmental Concern (AEC)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	Does the project require a U.S. Coast Guard (USCG) permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20	Does the project involve Coastal Barrier Resources Act (CBRA) resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21	Does the project impact federal lands (e.g. U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project involve any changes in access control?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Will maintenance of traffic cause substantial disruption?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25	Is the project inconsistent with the STIP or the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP) (where applicable)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
26	Does the project require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, Tennessee Valley Authority (TVA), Tribal Lands, or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
28	Does the project include a <i>de minimis</i> or programmatic Section 4(f)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
29	Is the project considered a Type I under the NCDOT's Noise Policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
31	Are there other issues that arose during the project development process that affected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

G. Additional Documentation as Required from Section F

Question 1 – Endangered Species: The US Fish and Wildlife Service has developed a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE), and

NCDOT for the northern long-eared bat (NLEB) (*Myotis septentrionalis*) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. The programmatic determination for NLEB for the NCDOT program is **May Affect, Likely to Adversely Affect**. The PBO provides incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Edgecombe County, where BR-0111 is located. This level of incidental take is authorized from the effective date of a final listing determination through April 30, 2020.

Question 8 – Endangered Species: Per the Natural Resources Technical Report completed in May 2019 the biological conclusions the Yellow Lance and the Tar River spiny mussel are unresolved. Surveys for these species will be conducted by the NCDOT Biological Surveys Group if necessary.

Question 10 – Buffer Rules - This project is located in the Tar-Pamlico River Basin (USGS HUC 03020102). Potential jurisdictional features within the study area are therefore subject to streamside riparian zones protected under provisions administered by the North Carolina Department of Environmental Quality (NCDEQ).

Question 16 – Floodplain: This project is located in a FEMA Limited Detail study. The project has a No Rise condition in the 100 year Base Flood Elevation and will be processed as a Type 1 MOA through North Carolina Floodplain Mapping.

H. Project Commitments

See attached Project Commitments Greensheet.

PROJECT COMMITMENTS:

**Edgecombe County
Bridge No.s 3, 4 and 5 on SR 1404
Over Swift Creek
W.B.S. No. 48820.1.1
T.I.P. No. BR-0111**

NCDOT Division Four – Offsite Detour

In order to have time to adequately reroute school busses, Edgecombe County Schools will be contacted at least one month prior to road closure. Contact person is Rhonda Wainwright– Director of Transportation at (252)-641-2665.

Edgecombe County Emergency Services will be contacted at least one month prior to road closure to make the necessary temporary reassignments to primary response units. Contact person is Mark Walters – Emergency Services Director at (252)-641-7843.

NCDOT Hydraulic Unit – FEMA Coordination

The Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP), to determine status of project with regard to applicability of NCDOT’S Memorandum of Agreement, or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR).

NCDOT Division Four Construction, Resident Engineer’s Office -FEMA

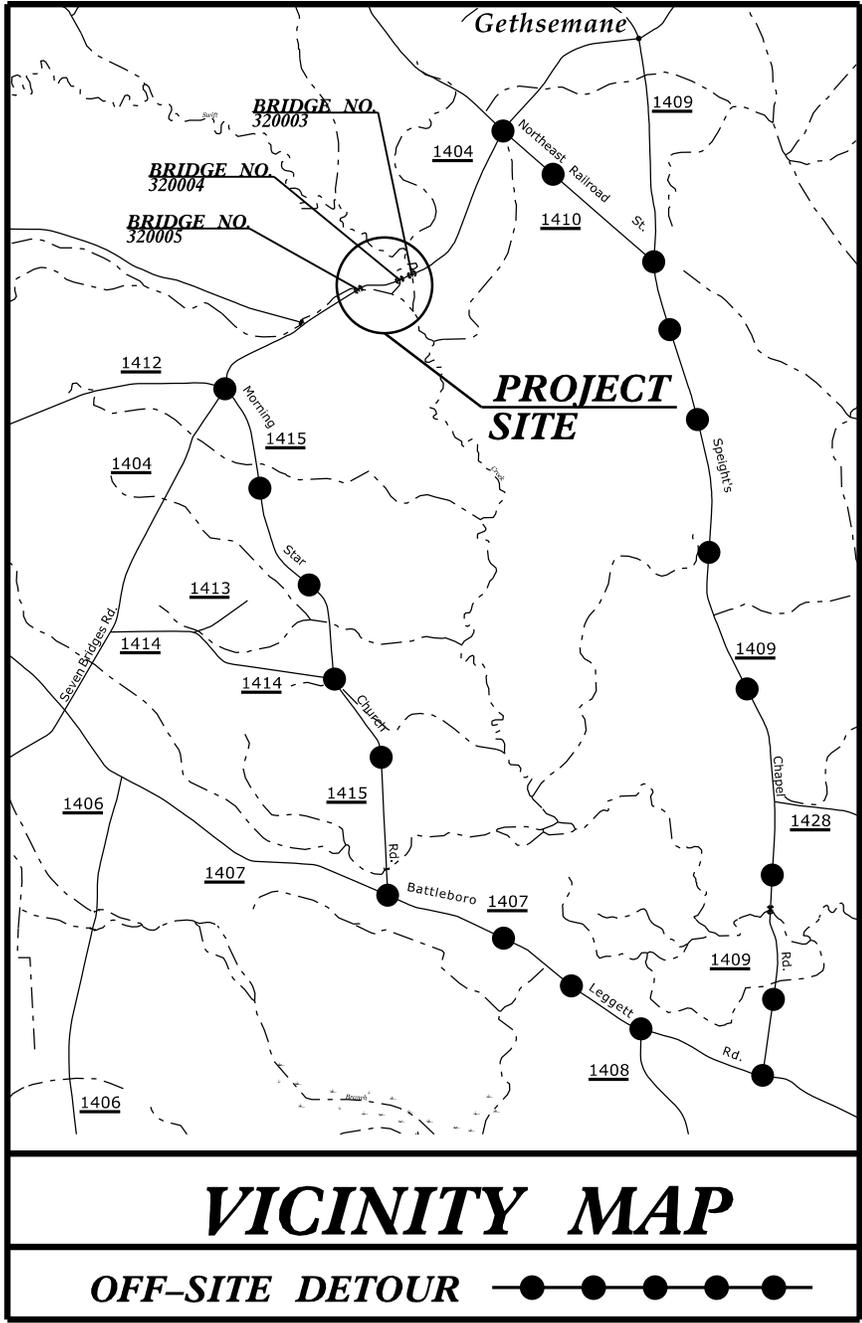
This project involves construction activities on or adjacent to FEMA-regulated stream(s). Therefore, the Division shall submit sealed as-built construction plans to the Hydraulics Unit upon completion of project construction, certifying that the drainage structure(s) and roadway embankment that are located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.

NCDOT Hydraulic Unit, Environmental Analysis Unit –Buffer Rules

The Tar-Pamlico River Basin Rules apply to this project.

NCDOT Environmental Analysis Unit – Section 7

Section 7 will need to be resolved for the Tar River spiny mussel and Yellow lance prior to permitting and construction.



VICINITY MAP

OFF-SITE DETOUR —●—●—●—●—●—

BR-0111

REPLACE BRIDGE NO. 320003,
BRIDGE NO. 320004 AND
BRIDGE NUMBER 32005 OVER
SWIFT CREEK ON SR 1404
(7 BRIDGES ROAD)

EDGECOMBE COUNTY

WBS 67111.1.1

NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION 4

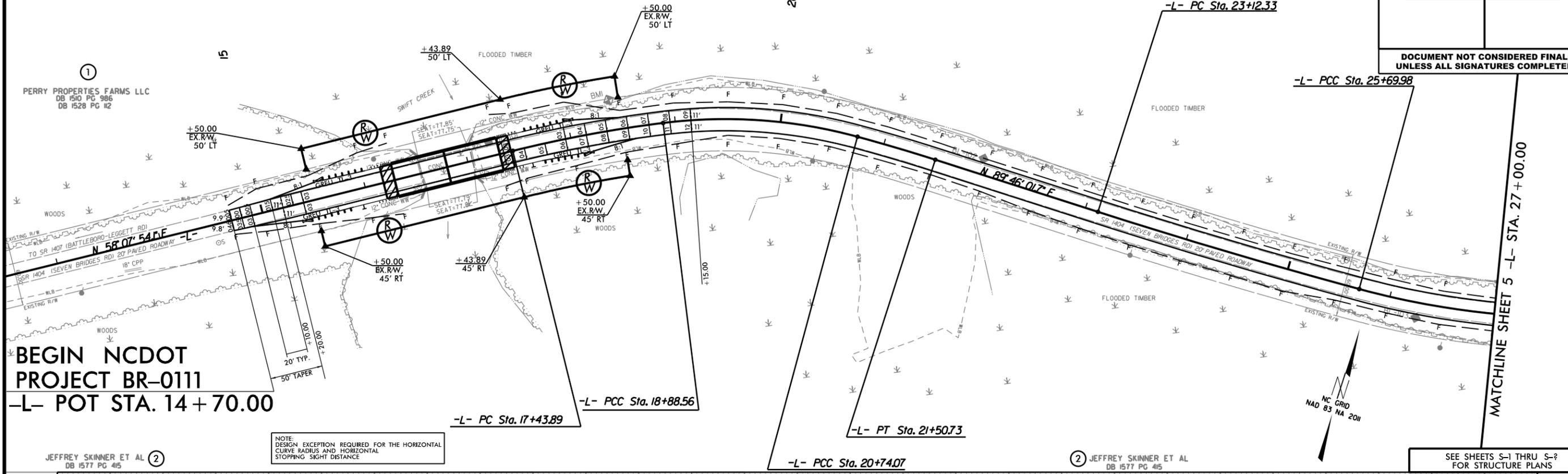
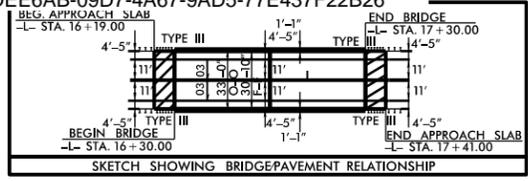
VICINITY MAP – FIGURE 1



1223 Jones Franklin Rd.
Raleigh, N.C. 27606
License No. F-0377
Bus: 919 851 8077
Fax: 919 851 8107

PROJECT REFERENCE NO. BR-0111	SHEET NO. 4
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR L/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

PI Sta 18+16.31 Δ = 6' 47' 36.7" (RT) D = 4' 41' 44.3" L = 144.68' T = 72.42' R = 1220.19' DS = 55 MPH SE = SEE PLANS	PI Sta 19+82.50 Δ = 22' 14' 28.0" (RT) D = 11' 59' 22.7" L = 185.50' T = 93.93' R = 477.88' DS = 35 MPH SE = EXIST.	PI Sta 21+12.40 Δ = 2' 36' 03.0" (RT) D = 3' 23' 33.3" L = 76.66' T = 38.34' R = 1688.85' DS = 55 MPH SE = EXIST.	PI Sta 24+41.18 Δ = 2' 36' 54.5" (LT) D = 1' 00' 53.9" L = 257.65' T = 128.85' R = 5644.99' DS = 55 MPH SE = EXIST.	PI Sta 26+84.33 Δ = 16' 38' 43.9" (LT) D = 7' 19' 48.1" L = 227.09' T = 114.35' R = 781.66' DS = 45 MPH SE = EXIST.
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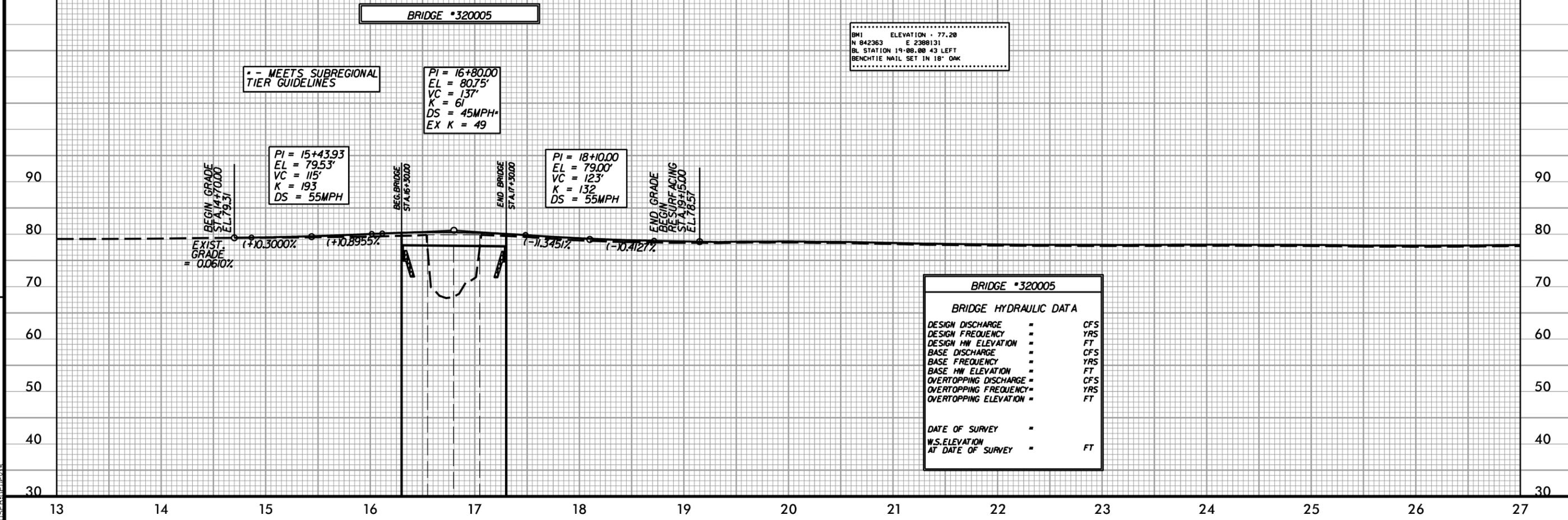
BEGIN NCDOT PROJECT BR-0111
-L- POT STA. 14+70.00

JEFFREY SKINNER ET AL
DB 1577 PG 415

NOTE: DESIGN EXCEPTION REQUIRED FOR THE HORIZONTAL CURVE RADIUS AND HORIZONTAL STOPPING SIGHT DISTANCE

JEFFREY SKINNER ET AL
DB 1577 PG 415

SEE SHEETS S-1 THRU S-? FOR STRUCTURE PLANS



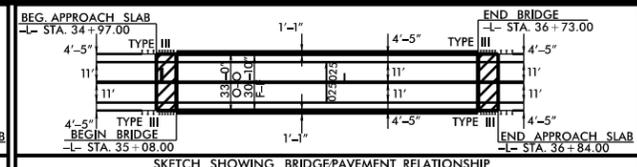
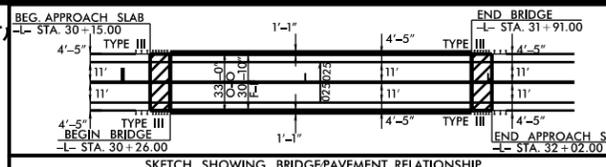
REVISIONS

7/23/2019
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JSE/BB/MS

PI Sta 26+84.33
 $\Delta = 16' 38' 43.9''$ (LT)
 $D = 7' 19' 48.1''$
 $L = 227.09'$
 $T = 114.35'$
 $R = 781.66'$
 $DS = 45$ MPH
 $SE = EXIST.$

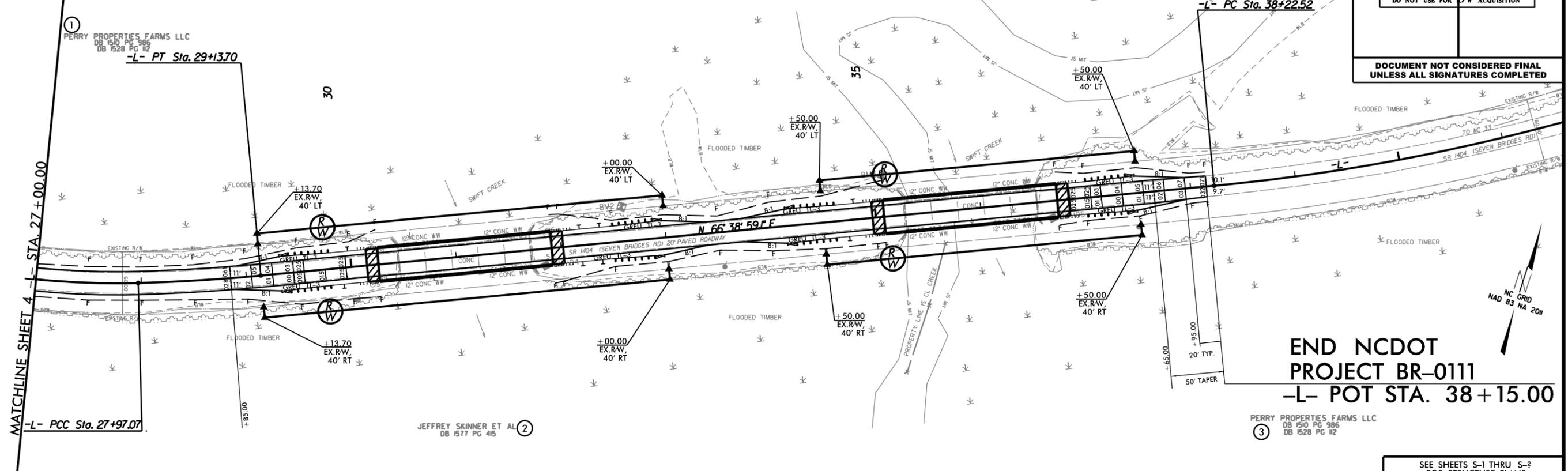
PI Sta 28+55.41
 $\Delta = 3' 51' 24.2''$ (LT)
 $D = 3' 18' 24.2''$
 $L = 116.63'$
 $T = 58.34'$
 $R = 1732.71'$
 $DS = 55$ MPH
 $SE = SEE$ PLANS

PI Sta 40+26.90
 $\Delta = 11' 58' 28.9''$ (LT)
 $D = 2' 56' 24.9''$
 $L = 407.27'$
 $T = 204.38'$
 $R = 1948.67'$

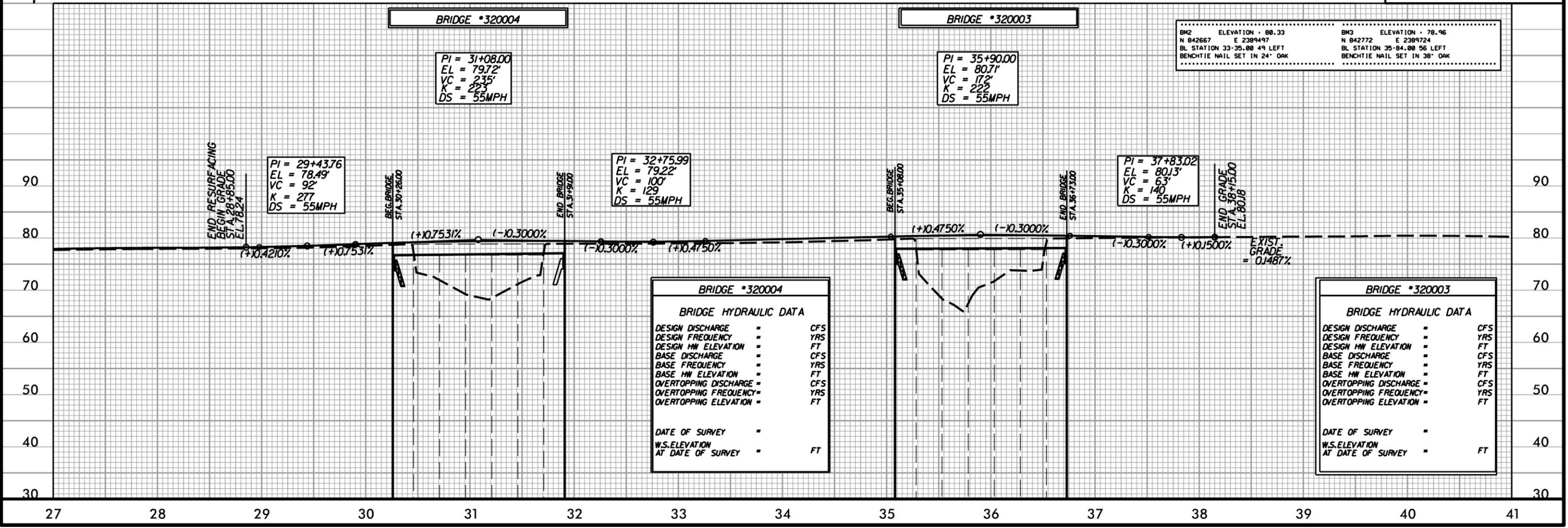


WETHERILL ENGINEERING
 TRANSPORTATION PLANNING/DESIGN - BRIDGE/STRUCTURE DESIGN
 CIVIL/SITE DESIGN - GIS/GPS - CONSTRUCTION OBSERVATION
 1223 Jones Franklin Rd.
 Raleigh, N.C. 27606
 License No. F-0377
 Bus: 919 851 8077
 Fax: 919 851 8107

PROJECT REFERENCE NO. BR-0111	SHEET NO. 5
RW SHEET NO.	HYDRAULICS ENGINEER
ROADWAY DESIGN ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR A/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



REVISIONS
 8/17/99
 7/22/2019
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18-09-0081

Revised

HISTORIC ARCHITECTURE AND LANDSCAPES NO SURVEY REQUIRED FORM

This form supercedes that dated 30 April 2019

This form only pertains to Historic Architecture and Landscapes for this project. It is not valid for Archaeological Resources. You must consult separately with the Archaeology Group.

PROJECT INFORMATION

Project No.:	BR-0111	County:	Edgecombe
WBS No.:	67111.1.1	Document Type:	
Fed. Aid No.:		Funding:	X State Federal
Federal Permit(s):	X Yes No	Permit Type(s):	USACE
Project Description: Replace Bridge Numbers 3, 4, and 5 on SR 1404 (Seven Bridges Road) over Swift Creek (off-site detour planned, no improvements).			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

DESCRIPTION OF REVIEW ACTIVITIES, RESULTS, AND CONCLUSIONS: HPOWeb reviewed on 24 October 2018 and yielded no NR, SL, LD, DE, or SS properties in the Area of Potential Effects (APE). Edgecombe County current GIS mapping and aerial photography indicated an undeveloped APE of woodland and wetland (viewed 24 October 2018). Both constructed in 1964, Bridge Nos. 3 and 4, as well as nearby Bridge No. 5, are not eligible for the National Register as they are neither technologically nor aesthetically significant. Google Maps "Street View" confirmed the absence of critical architectural or landscape resources in the APE (viewed 24 October 2018). **Bridge No. 5 added to project June 2019 – finding remains valid.**
No architectural survey is required for the project as currently defined.

WHY THE AVAILABLE INFORMATION PROVIDES A RELIABLE BASIS FOR REASONABLY PREDICTING THAT THERE ARE NO UNIDENTIFIED SIGNIFICANT HISTORIC ARCHITECTURAL OR LANDSCAPE RESOURCES IN THE PROJECT AREA: APE equates with the study area provided in the review request (see attached). The comprehensive county architectural survey (1985), as well as later studies record no properties in the APE. County GIS/tax materials and other visuals support the absence of significant architectural and landscape resources in the APE. No National Register-listed properties are located in the APE.

Should the project limits or any aspect of the project design change, please notify NCDOT Historic Architecture as additional review may be necessary.

SUPPORT DOCUMENTATION

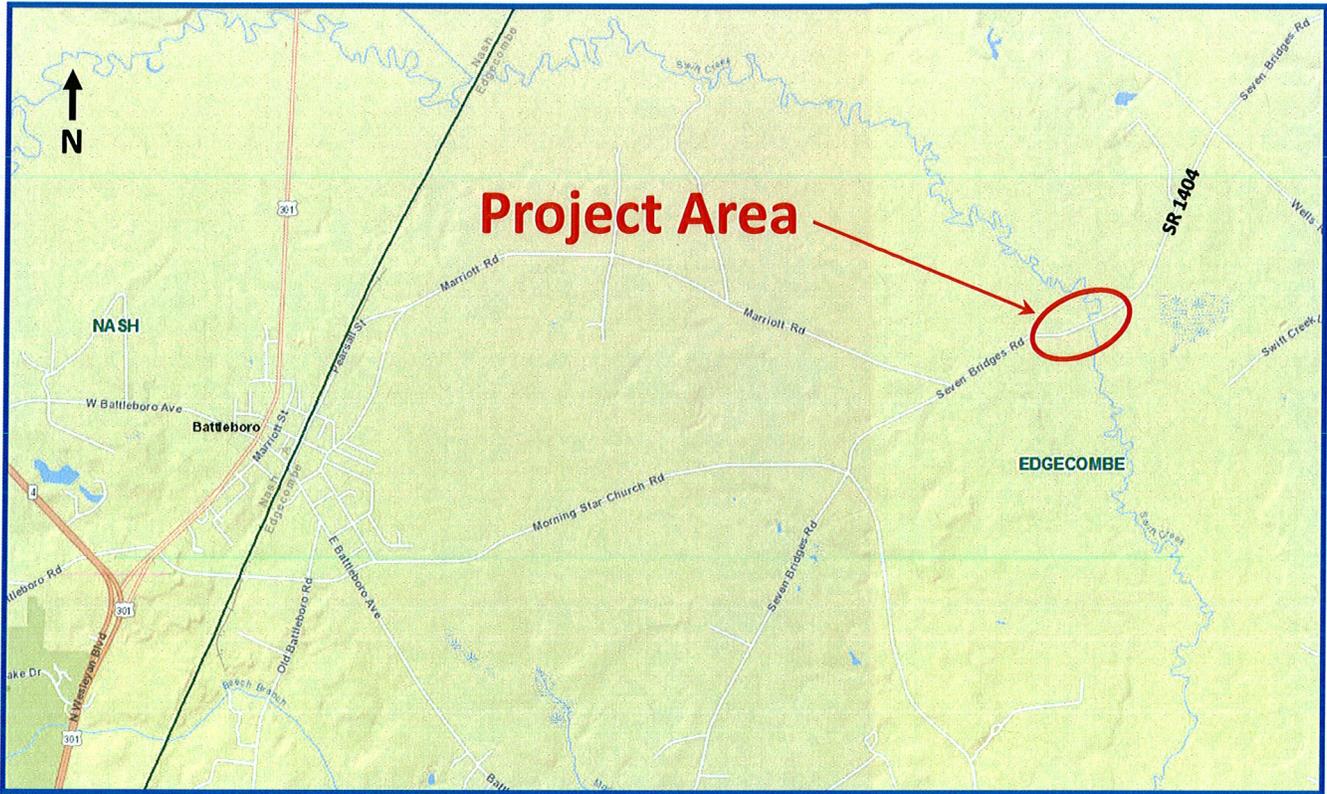
X Map(s) Previous Survey Info. Photos Correspondence Design Plans

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

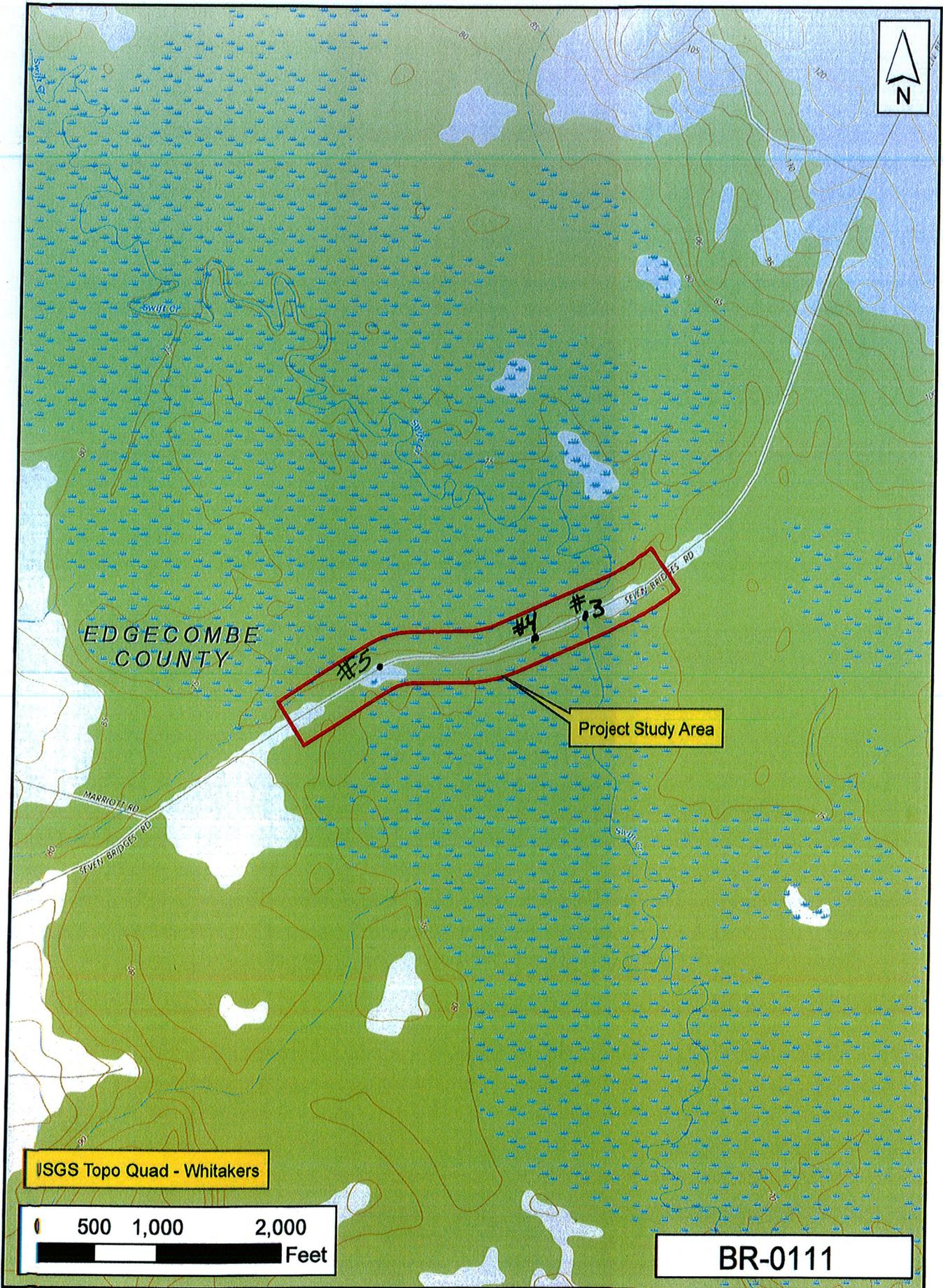
Historic Architecture and Landscapes -- **NO SURVEY REQUIRED**

Vanessa E. Patrick
NCDOT Architectural Historian

27 June 2019
Date



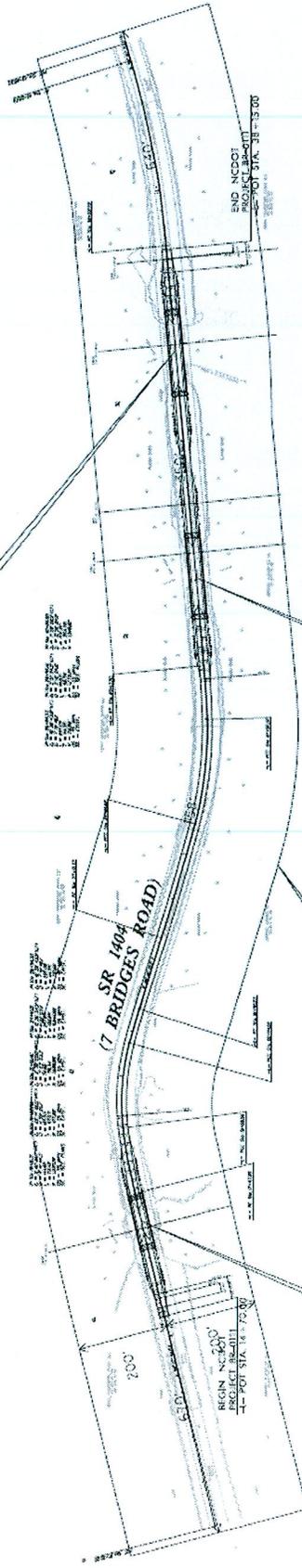
BR-0111 Bridge Numbers 3, 4, and 5 Replacement Edgecombe County
WBS No. 67111.1.1 Base Map: HPOWeb, nts



Tracking No. 18-09-0081

SWIFT CREEK

BRIDGE 320003



STUDY AREA

BRIDGE 320004

BRIDGE 320005

BR-0111

REPLACE BRIDGE NO. 320003,
BRIDGE NO. 320004 AND BRIDGE
NO. 320005 OVER SWIFT CREEK
ON SR 1404 (7 BRIDGES ROAD)

EDGECOMBE COUNTY

WBS NO. 67111.1.1

NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION 4

STUDY AREA

SHEET 4 OF 4

Tracking No. 18-09-0081
Revised June 2019



18-09-0081



**NO NATIONAL REGISTER OF HISTORIC PLACES
ELIGIBLE OR LISTED ARCHAEOLOGICAL SITES
PRESENT FORM**



This form only pertains to ARCHAEOLOGICAL RESOURCES for this project. It is not valid for Historic Architecture and Landscapes. You must consult separately with the Historic Architecture and Landscapes Group.

PROJECT INFORMATION

Project No: BR-0111 **County:** Edgecombe
WBS No: 67111.1.1 **Document:** Federal CE
F.A. No: **Funding:** State Federal
Federal Permit Required? Yes No **Permit Type:** USACE

Project Description: This project proposes to replace Bridges 3,4, & 5 on SR 1404 (Seven Bridges Rd) over Swift Creek in Edgecombe County, North Carolina. The archaeological Area of Potential Effects (APE) encompasses all areas of potential ground disturbing activity. (see attached shape file map).

SUMMARY OF ARCHAEOLOGICAL FINDINGS

The North Carolina Department of Transportation (NCDOT) Archaeology Group reviewed the subject project and determined:

- There are no National Register listed or eligible ARCHAEOLOGICAL SITES present within the project's area of potential effects. (Attach any notes or documents as needed)
- No subsurface archaeological investigations were required for this project.
- Subsurface investigations did not reveal the presence of any archaeological resources.
- Subsurface investigations did not reveal the presence of any archaeological resources considered eligible for the National Register.
- All identified archaeological sites located within the APE have been considered and all compliance for archaeological resources with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.

Brief description of review activities, results of review, and conclusions:

To determine the cultural resource potential of the APE, numerous sources of information were considered. First, preliminary construction design, funding, and other data was examined for defining the potential impacts to the APE ground surfaces and for determining the level of effort necessary for compliance. In this case, the project is state-funded with federal (USACE) interaction and subject to Section 106 of the National Historic Preservation Act.

Next, a map review and site file search was conducted at the Office of State Archaeology (OSA) on Thursday, September 27, 2018. One previously documented archaeological site (31ED7) is located within or adjacent to the APE. This site is situated within a wetland area according to the Whitakers topographic map. The 31ED7 site form contained only the date it was recorded (1979) and that the sites location was found to be inconsistent or unreliable. Examination of National Register of Historic Places (NRHP), State Study Listed (SL), Locally Designated (LD), Determined Eligible (DE), and Surveyed Site (SS)

18-09-0081

properties employing resources available on the North Carolina State Historic Preservation Office (NCSHPO) website demonstrated that no resources with potential archaeological deposits were located in the vicinity of the APE. Also, historic maps of Edgecombe County were appraised for former structure locations, land use patterns, cemeteries, or other confirmation of historic occupation in the project vicinity. Archaeological/historical reference materials were reviewed as well.

In addition, topographic, geologic, flood boundary, lidar, and NRCS soil survey maps were referenced for the evaluation of geomorphological, pedological, hydrological, and other environmental-type elements that may have resulted in past occupation at this location. Finally, review of aerial and on-ground images (NCDOT Spatial Data Viewer, Google, ARC-GIS) afforded first-hand perspectives of the overall study area which were useful for assessing localized disturbances, both natural and human induced, which compromise the integrity of archaeological sites/deposits. Based on environmental determinants, the APE is considered to have a very low potential for the recovery of archaeological artifacts, deposits, or features. However, the site locational consistency of 31ED7 must be assessed. An archaeological survey will therefore be recommended for the project.

An in-field reconnaissance and visual survey was conducted by NCDOT archaeologists Scott Halvorsen and Paul Mohler on November 13, 2018. First, a visual inspection of the entire APE was completed. No above-ground historic features or cemeteries were encountered. All portions of the APE, excepting for the roadway and shoulders, were inundated with standing water. Our assessment of the project area and APE is that the entirety is within a wetland. No dry lands were identified within the APE for shovel testing. Furthermore, it is our belief that 31ED7 has been inconsistently located on the OSA's Whitaker topographic map. There appears to be no archaeological sites within the project's APE.

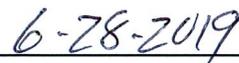
Following investigation of the BR-0111 project area, no further archaeological consultation will be necessary. Our work found the APE to be situated within a wetland just as the topographic map illustrated. The entire APE was visually inspected and no sign of 31ED7 was made nor any cultural remains recovered. A finding of "No historic properties present" is deemed appropriate.

SUPPORT DOCUMENTATION

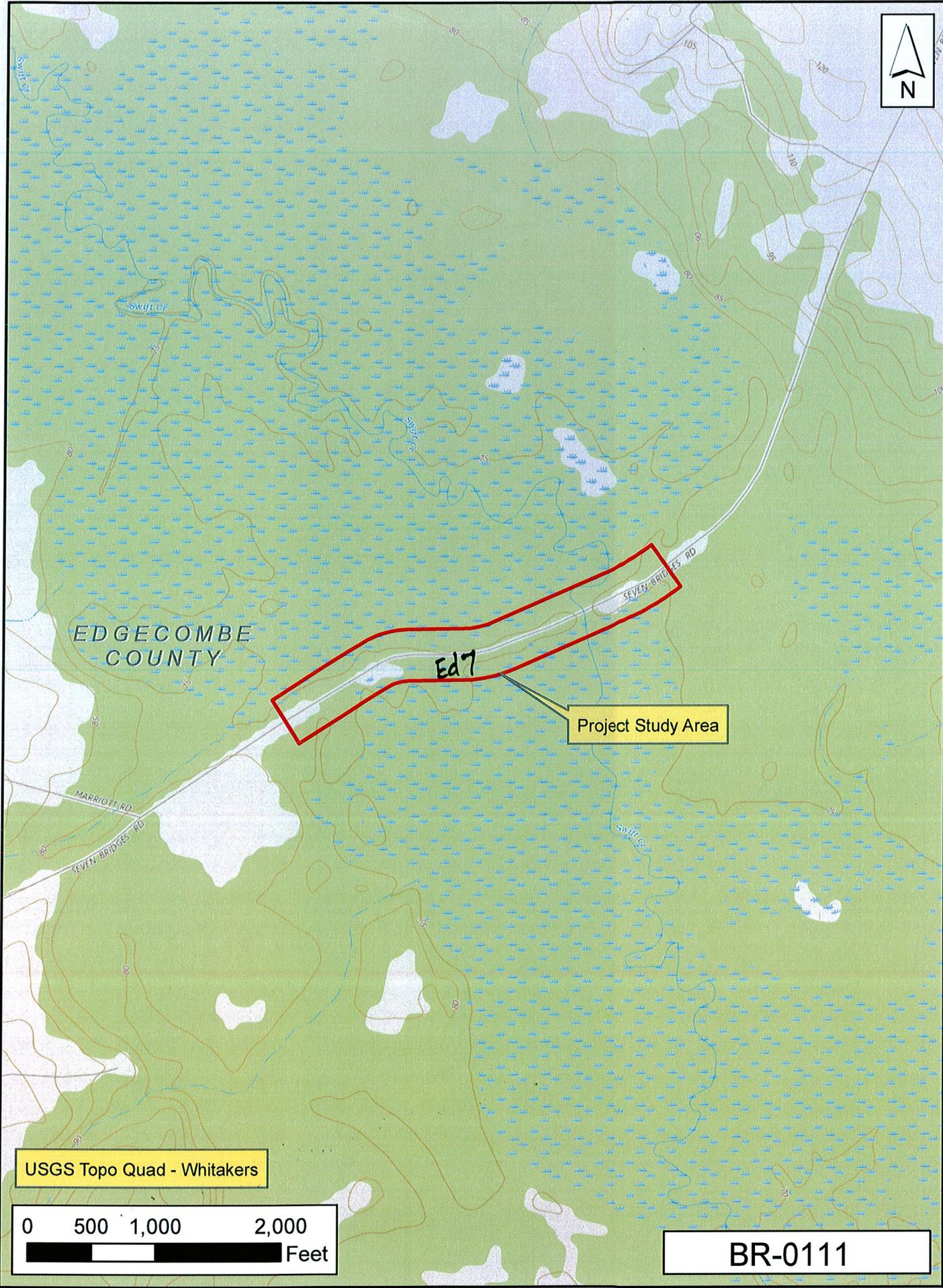
See attached: Map(s) Previous Survey Info Photos Correspondence
Signed:



NCDOT ARCHAEOLOGIST



Date



EDGECOMBE
COUNTY

Edgemoor

Project Study Area

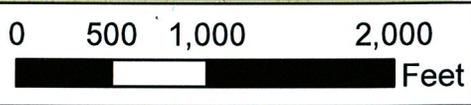
SEVEN BRIDGES RD

MARRIOTT RD

SEVEN BRIDGES RD

SWIFT CR

USGS Topo Quad - Whitakers

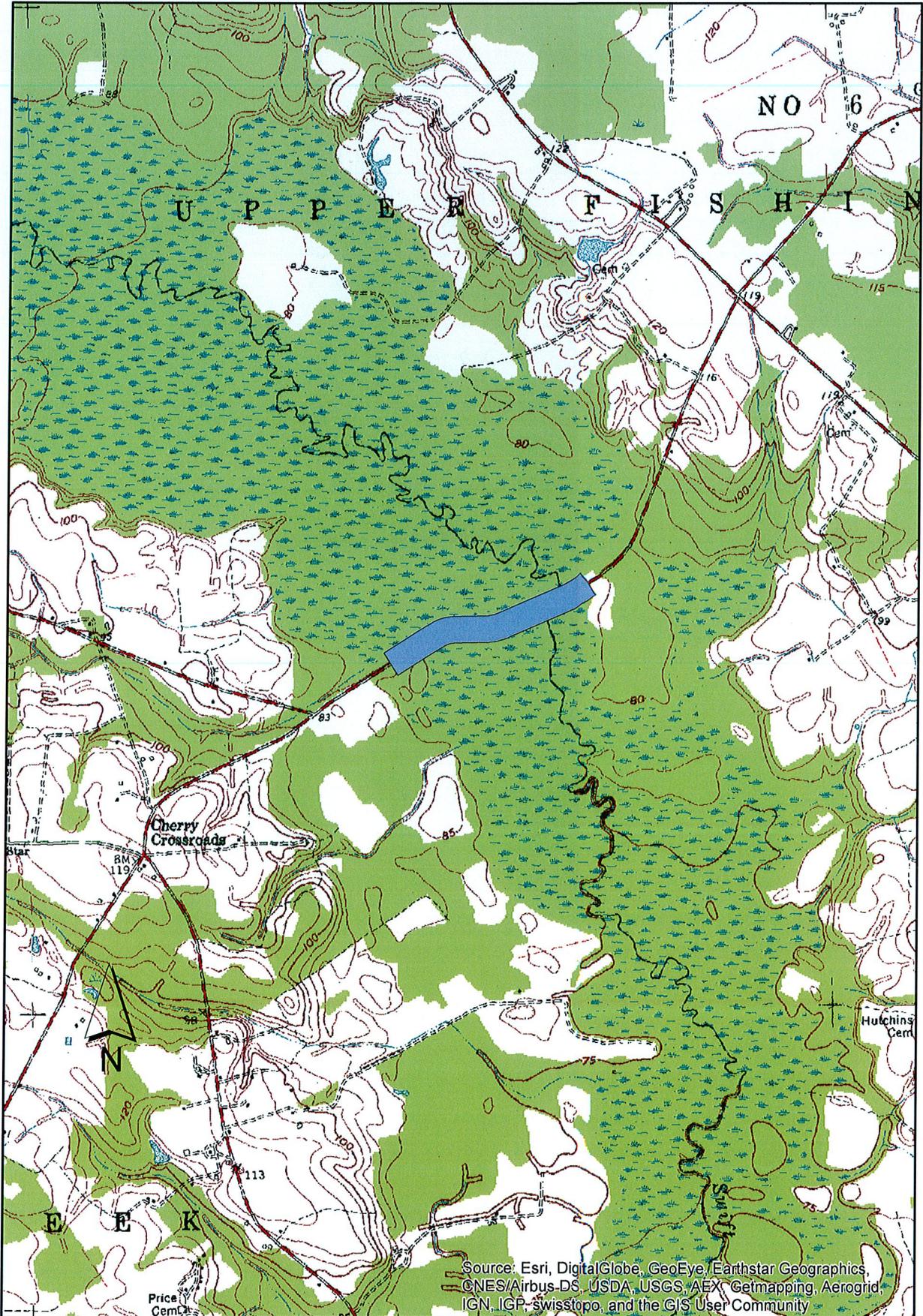


BR-0111



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

ARC-GIS aerial shape file map showing the boundaries and location of the APE in Edgecombe County, North Carolina.



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus-DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, Swisstopo, and the GIS User Community

Portion of the Whitakers topographic map exhibiting the boundaries and location of the APE in Edgecombe County, North Carolina.